

25X1A
 06 0658Z 24 DEC 64

SECRET

ROUTING		
1	DI/Tech	9
2		10
3		11
4	DD/JS&T	12
5		13
6	DI/FA	14
7	OKC	15
8	MD	16

TO: [REDACTED]
 FROM: [REDACTED]

ACTION:

INFO:

ROUTING INT	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

ROUTINE

25X1A TOR 0118Z 24 DEC 64
 25X1A

IN 64403

TO: [REDACTED] INFO: [REDACTED] CITE: [REDACTED]

25X1A OXCART [REDACTED] 25X1A

1. FSW NBR 630 DISTRIBUTION THIS MESSAGE LIMITED TO THOSE WITH ABSOLUTE NEED TO KNOW.

25X1A 2. [REDACTED]
 AREA SERVICE.

3. ARTICLE 124 MADE GO 282 ON 12/22/64. MAX ALT: 30M, MAX MW. .82. DURATION 2:20. PURPOSE DRIVER TRAINING. TOTAL ARTICLE TIME IS 484:35. NO ENGINE PROBLEMS.

4. ARTICLE 134 MADE GO NBR 7 ON 12/22/64. TOGW 98K, MAX MW 1.03, MAX ALT: 28M, DURATION: 26 MIN. PURPOSE ARTICLE PERFORMANCE. NO ENGINE PROBLEMS.

5. ARTICLE 135 PRESENTLY MAKING FIRST FLIGHT. DETAILS NEXT FSW.

6. ARTICLE 132 ABORTED GO NBR 29 ON 12/23/64. DUE CLOGGED COMBUSTION COVER DRAIN VALVE IN LEFT HAND ENGINE. REPLACED FAULTY VALVE AND SUBSEQUENT GROUND STARTS WERE OK.

7. ARTICLE 130 MADE GO NBR 62 ON 12/23/64. MAX ALT: 79M, MAX MACH: 2.93 - TOGW 90K DURATION: 1:00. PURPOSE, FCF. TRIMMED BOTH

USAF review(s) completed.

[REDACTED]

GROUP 1
 EXCLUDED FROM AUTO.
 DOWNGRADING

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25X1

 (IN 64403)

S E C R E T

PAGE TWO

ENGINES PRIOR TAKEOFF AND VERY LITTLE IN-FLIGHT TRIMMING REQUIRED THEREAFTER. AT 2.93 POPPED BOTH SHOCKS. INLETS RESTARTED MANUALLY. AT 2.8 AND 75M LIT LEFT A/B BUT COULD NOT RE-LIT THE RIGHT A/B. TRIED TWICE MORE WITH NO LUCK. RIGHT A/B FINALLY RE-LIT ON 4TH ATTEMPT AT 2.55 MM.

8. ARTICLE 128 MADE GO NBR 68 ON 12/23/64. MAX ALT: 74.8M - MAX MACH: 2.8 - TOGW 90M - DURATION: 0:55 - PURPOSE FCF. BOTH ENGINES WERE TRIMMED PRIOR TO TAKEOFF AND EACH REQUIRED QUITE A BIT OF ADDITIONAL IN-FLIGHT TRIMMING. SEVERAL AD'S EXPERIENCED ACCOMPANIED BY A/B BLOWOUTS. A/B RE-LITES WERE GOOD.

END OF MESSAGE

S E C R E T